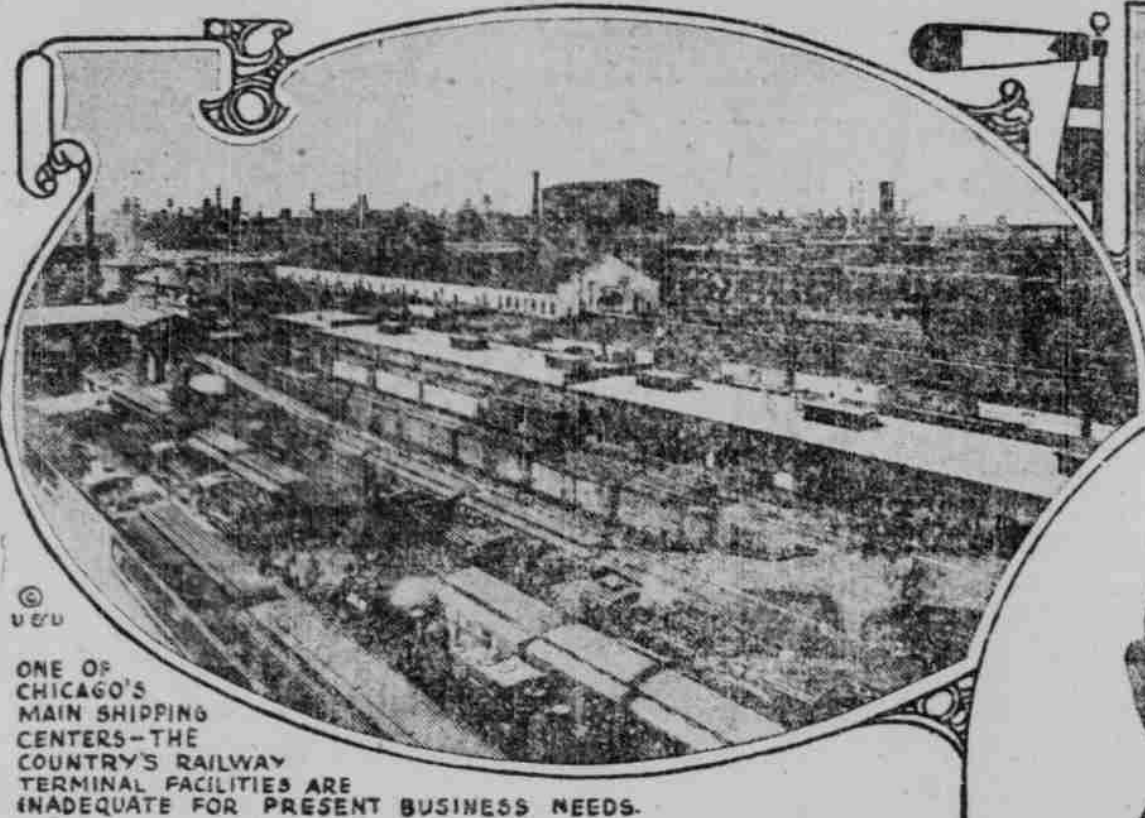


Men Of Action Needed For Rail Development



ONE OF CHICAGO'S MAIN SHIPPING CENTERS—THE COUNTRY'S RAILWAY TERMINAL FACILITIES ARE INADEQUATE FOR PRESENT BUSINESS NEEDS.



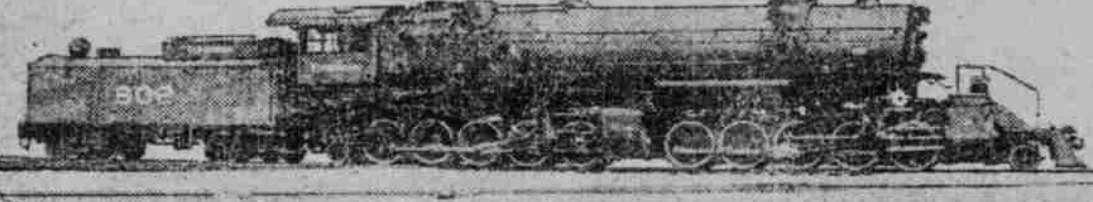
FOUR DECADES OF RAILWAY TRACTION IMPROVEMENT—CONGRESS IS ASKED FOR LEGISLATION THAT WILL PERMIT ITS CONTINUANCE.



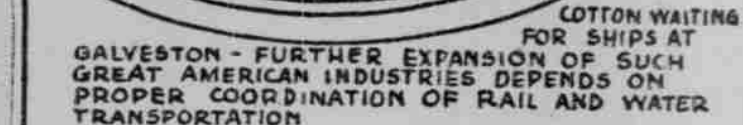
ALVA B. JOHNSON, PRESIDENT OF THE RAILWAY BUSINESS ASSOCIATION WHO ASKS FOR A FEDERAL TRANSPORTATION BOARD TO PROMOTE RAILROAD DEVELOPMENT.



AN ELECTRIFIED ROCKY MOUNTAIN ROUTE—EXTENDING ELECTRIC TRACTION CALLS FOR VAST SUMS OF NEW CAPITAL.



450 TON MONSTER, BUILT IN NEW YORK FOR USE IN VIRGINIA, TOO BIG AND HEAVY FOR TRANSPORTATION OVER OTHER TRACKAGE THAN ITS OWN WITHOUT TAKING APART.



COTTON WAITING FOR SHIPS AT GALVESTON—FURTHER EXPANSION OF SUCH GREAT AMERICAN INDUSTRIES DEPENDS ON PROPER COORDINATION OF RAIL AND WATER TRANSPORTATION.

"One thing remains for the leaders in Congress to accept before any of the railroad measures now under consideration will actually restore railroad development. That is to require that when the proposed new Federal Transportation Board determines the amount of railroad revenue necessary to insure the development demanded by the public interest, the Interstate Commerce Commission shall accept that estimate as a basis for fixing rates."

This is the opinion of Alva B. Johnson of Philadelphia, who recently retired as President of the Baldwin Locomotive Works, and speaks as President of the Railway Business Association, composed of manufacturers of railway accessories, who employ about a million and three-quarters of men.

"A Federal Transportation Board," Mr. Johnson said, "is evidently going to be created. It is necessary to bring about the articulation of highways and waterways with rail routes; it is necessary to supervise such railroad consolidation as may be permitted; it is necessary to regulate security issues; it is necessary to umpire labor disputes. Since such a board is to be established and entrusted with the restoration of railway credit and railway growth it cannot perform that function unless its estimates of revenue are made effective by actual production of the revenues so estimated."

"Many members of the Senate and House still seem to think they can let

the question of adequate revenue see-saw between two regulating bodies and get results. The whole scheme will fail to the ground if that action is persisted in, and then we shall have government ownership in ten years if not in five.

"The fatal defect in regulation heretofore has been that the statute did not place upon any officer or agency of the government responsibility for making possible the maintenance of a railroad development. It would be a calamity of the first magnitude if now, with correction of that defect in every one's thought, we should either leave the responsibility uncertain or place it upon the Interstate Commerce Commission, which has neither competence for the task, nor willingness to perform it."

Mr. Johnson believes that the Interstate Commerce Commission should be preserved as a purely judicial body. "It is our apprehension that that system is in grave danger," he went on. "Powerful groups are urging Congress to superimpose upon the present statutory duties of the commission certain entirely new and wholly incompatible duties. The common purpose is to introduce into the governmental policy an element of encouragement to railroad development. In this proposed new governmental duty what are the novelties? Is it the object that national growth shall be both promoted and anticipated by provision of transportation facilities? Is it the expectation

that representatives of the government will counsel with railroad men and waterway men and hard-surface road men and with users of all these instrumentalities everywhere, planning for the future? Is it in mind that the reasonable public need for enlarged terminals or multiple tracking or extension into new territory shall be quickly and practically judged and promptly sanctioned and that carriers

undertaking such projects shall be provided with the means of carrying them vigorously to completion?

"If this is the purpose and the representative of the government in that field is to be the Interstate Commerce Commission, then what is proposed is to transform the commissioners from judges into men of action."

"It may be that we could not effect such a transformation. If we tried,

but it proved that we could not, this would be a gigantic calamity in itself. But if we could and did transform these judges into men of action what would become of the machinery of justice, which it has taken us thirty-two years to construct and develop?"

"By the word action is meant getting things done—appraising projects, determining methods and bringing results. Getting things done is a func-

tion concerning which as business men we are qualified to speak. We choose our executives according to our lights and place upon them the responsibility of ways and means and results."

"We expect them to make mistakes. We look for a certain degree of false motion and waste of money, inseparable from pioneer and creative work. We do not regard the performance as setting up precedent for future guidance, but largely as containing warnings. We cannot require that in his relations with other people the executive as he hurries along will necessarily conduct himself with the primary aim of being a paragon of manners, a

model of forbearance or a professor of ethical philosophy. He uses the self-restraint which all responsible citizens use in a civilized community where there is law and order and a decent respect for the rights of others, but his speciality is getting things done."

"Congress, which is the board of directors of the nation, is about to undertake a project—the restoration of railroad development. Congress is about to assign supervision of that task to an agent. Those who have elected Congress as their board of directors will not be satisfied with a report that postponement of the result desired has been accomplished politely or learnedly or according to tradition."

"What the nation requires is that each year's end will record additions to mileage at least larger than were made by a nation of 32,000,000 before the Civil War. They require some progress and some completion of terminal and double-track projects, construction of motive power and cars somewhere near that before 1900, a year in which industry was shackled and foodstuffs rotted because there was not enough rolling stock to carry material to or product from the factory or to convey grain and live stock to market or seaboard. The country wants results."

"We advocate, therefore, the creation of a Federal Transportation Board, which, having jurisdiction over security issues and hence over railway development, shall have the power that goes with the responsibility for results—the power of certifying to the commission the amount of revenue necessary to the public interest."

"This would designate men of action for a task of getting things done. It would preserve this excellent and highly esteemed tribunal, the Interstate Commerce Commission, as a court to insure that in getting things done the men of action shall not ride rough shod over the citizens and communities who use the facilities."

"With regret we have noticed that some of those who accept our idea of a certificate of public necessity for revenue would still leave with the commission some discretion as to whether it likes or not the estimate of the Federal Transportation Board. As well provide that the auditor of a commercial company be empowered to refuse to sign checks if he believes that the purchasing authority has bought goods not needed by the company."

"To say that Congress cannot frame an authorization and the American people cannot through their chief executive establish a competent agency to make effectual the national will is to assert fundamental pessimism concerning our American experiment in self-government. Your present deponee believes we are justified rather in a glowing optimism, and if there were no other warrant for that sentiment we believe it is to be found in the quest and discovery six years ago of the soundest banking and currency system in the world."

HOW STOCKS OPENED

(INTERNATIONAL NEWS SERVICE) NEW YORK, Oct. 15.—Stock market was buoyant at the opening today nearly everything traded in making some amount of gain. Interest, however, was centered in Baldwin Locomotive, which advanced one point to 115 7-8. There was con-

DANCE

Saturday Evening at HOPPE'S HALL Oakgren, Illinois Gents 50c Ladies 25c Music Furnished by JULIUS GOYKE

tinued buying of Reading second preferred, which, after opening at 57, advanced to 59. The advance in this issue was based on reports that the stock will be given half its face value of the common stock as permitted under the terms of the re-organization. Reading rose to 10 1-4, but later reacted to 9 3-4. Steel common was quiet, selling at from 38 3-8 to 38 1-4. Many stocks made gains ranging from fractions to one point but business on the element of small, reflecting the scant offerings that have been a matter of comment for some time.

Chandler Motors continued in steady demand and after yielding to 84 1/2, quickly advancing to 85. Crucible Steel, selling ex-dividend, rose one point to 132 1/4. American Tobacco advanced 2 1-4 to 125 1-4 and Independent Alcohol over one point to 85 7-8.

BRYAN'S SUPPORT OF COX IS STILL IN DOUBT

By WILLIAM PHILLIP SIMMS (STAFF CORRESPONDENT I. N. SERVICE) WASHINGTON, Oct. 15.—William Jennings Bryan may yet throw himself into the national campaign. During an interview by telephone today he specifically insisted that it should not be set down in black and white that

he would not take part in the presidential campaign between now and Nov. 2.

The question asked here today: "Has William Jennings Bryan at last been won over to Gov. Cox? Will he take the stump between now and Nov. 2 for the democratic candidate, as former President William Howard Taft and others, who as first differed from Senator Harding, have come out for the candidate of the G. O. P.?" Only Wm. Jennings Bryan himself is able to answer and today he was not in a mood to do so.

SAYS STATE POLICE WERE APPROACHED

HARRISBURG, Pa., Oct. 15.—Charges that efforts have been made to contaminate the state police force to aid illegal traffic in liquor in the state were made by Gov. Wm. C. Sproul before the annual convention of the Pennsylvania State Sabbath School association.

The charge followed the announcement by Maj. Lynn C. Agram, superintendent of the state police that three members of the force had been dismissed and would be prosecuted for interfering with federal prohibition officers at Altoona when they attempted to seize a truck load of white-

HARDING SHOOTS OVER A FAST ONE



When the Chicago Cubs visited Marion to call upon Senator Harding and to play an exhibition baseball game with Marion for him, the Republican nominee for President took occasion to do a little pitching himself. The thousands of spectators commented upon his effective delivery.

Key. "The federal enforcement of the 13th amendment is a reproach to the nation," the governor said.

Canadian Wheat Board Not to Market '20 Crop

(INTERNATIONAL NEWS SERVICE) OTTAWA, Can.—The Dominion Government has decided that the Wheat Board will not function insofar as the wheat crop of 1920 is concerned. This was announced by Sir George Foster, Minister of Trade and Commerce.

"The marketing of this year's crop," said Sir George, "will revert to the usual and normal methods of pre-war times. The Government will, however, carefully watch the conditions outside of Canada and will exercise the right

"ELECT HARDING" URGES JOHNSON

CLEVELAND, O., Oct. 15.—Election of Senator Harding as president was urged here by Senator Hiram W. Johnson of California, who arrived from Toledo.

"There is no ambiguity in the stand of the republican party or in the stand of Mr. Harding on the league of nations," said a statement issued by the California. "The Ohioan has courageously taken his stand. He has put behind him, to use his own language, neither interpretation nor reservation, but rejection."

"From those who believe as I do he is entitled not only to the warmest commendation but the strongest advocacy and most enthusiastic support. And so far as lies within my power I am in his native state to give him that advocacy and support."

Famous Dreadnought New Jersey Retired

(INTERNATIONAL NEWS SERVICE) BOSTON—Battleship New Jersey, the famous fighting craft, has been placed on the retired list. Captain H. D. McGuire states that the New Jersey will not enter service except in a grave emergency. The vessel is one of the five dreadnoughts constructed under an appropriation of Congress in 1900. Another is the Virginia, which is also under process of being taken from the service at the Navy Yard.

Uncover Musical Gems in London Cupboard

(INTERNATIONAL NEWS SERVICE) LONDON—William Byrd, hitherto unknown to historians of music, is by many believed to have been England's greatest musician. His musical manuscript had been unearthed in an old cupboard and is to be published with the aid of Carnegie Trust funds. The next generation will probably regard him with the veneration given to Shakespeare, declares Dr. Terry, of Westminster Cathedral, who is preparing the manuscript for publication.

4 DAYS ONLY

UNION, S. C., Oct. 15.—All cotton mills in this county, employing 3,000 operatives will close down Friday and Saturday of each week for an indefinite time until the cotton goods market improves. This means a curtailment of \$16,000 weekly in pay rolls.

Invisible Writing. Common milk may be used for such writing, since exposure to strong heat will make the characters visible. An invisible ink may be prepared by mixing one part of linseed oil with twenty parts of aqua ammonia and 100 parts water. Immersion in water will bring out the writing.

Only Real "Failure." I'm proof against that word "failure." I've seen behind it. The only failure a man ought to fear is failure in cleaving to the purpose he sees to be best.—George Eliot.

BUEHLER BROS.

For Saturday, Oct. 16th We will give you the benefit of Big Drop in Prices

2,000 POUNDS OF PORK

Pork Loin Roast, lb. . . 20c	Boiling Beef, per lb. . . 8c
Fresh Picnic Ham, lb. 20c	
Young Tender Chuck	Boneless Veal Roast, 22c
Roast, per lb. . . 12 1/2c	Veal Steak, per pound 28c
Sweet Cured Strip Bacon, per pound 25c	

Also Big Reductions on all Canned Goods

BUEHLER BROTHERS

573 Hohman St.

Phone 1441

HAMMOND FRUIT CO. SATURDAY SPECIALS

Fresh vegetables received daily. Head Lettuce, Hot House Cucumbers, Green Onions, Green and Rep Peppers, and a full line of everything you will find when you call at the Hammond Fruit Company. We handle a full line of groceries at reasonable prices and everything. Come to see us or phone Hammond 623. Orders delivered to all parts of the city.

CONCORD GRAPES—	39c	JUICY GRAPE FRUIT—	25c
Per basket		2 for	
FANCY TOKAY CALIFORNIA	15c	FREESTONE PLUMS—	25c
GRAPES—Per lb.		3 doz. for	
No. 1 WHITE POTATOES—	39c	RIPE BANANAS—	25c
Per peck		Per doz., up from	
No. 1 EATING AND COOKING	25c	CELERY—	25c
APPLES—4 lbs. for		Per large bunch	
SWEET SUNKIST CALIFORNIA	50c	RADISHES—	5c
ORANGES—Per doz.		Per bunch	
FANCY JONATHAN APPLES—	25c		
2 lbs. for			

Orders Delivered to All Parts of the City

HAMMOND FRUIT CO.

195 East Street

Corner Oakley

Phone 623

Hammond H. S. vs. Kankakee, at 2:45 At Industrial H. S.
Hammond Seconds vs. Emerson Seconds 1:45 Field, Hammond
Sat. P. M. Oct. 16